

**F.S.M. Traffic Study Guidelines (12/07)**  
**Checklist for Application Acceptance**  
**Page 1 of 4**

**Loudoun County Virginia**  
**Office of Transportation Services**

Application Name: Green Mill Preserve  
Woodlands Neighborhoods / Royal Village Date: 3/10/09  
Application Type: ZCPA Reviewer: Dan Phillips  
# of Guidelines Satisfied: 13 of 13  
Accept or Reject: Accept Comment: Perimeter Dr. Change / No traffic impacts  
See Statement of Justification dated 2/27/09

- (1) **Study Area:** Roadways internal or adjacent to the development site shall be included in the traffic study. The study area should be defined at the scoping meeting and as a guideline should include other external roads to the extent that the project's generated traffic is anticipated to exceed 10 percent of the road's current/existing traffic volumes (at the time of application).

Does Study Meet Guidelines? yes Comments: N.A.

- (2) **Traffic Count Locations:** Traffic counts are required on the adjacent roads, the adjacent intersections beyond the project's frontage on adjacent roads in the study area. The AM/PM peak period traffic counts shall not be more than twelve (12) months old at the time of the application submission. Twenty-four (24) hour weekday traffic counts are also required for roadway segments.

Does Study Meet Guidelines? yes Comments: N.A.

- (3) **Trip Generation:** As a general guide to vehicle trip generation, the latest edition of the Institute of Transportation Engineer's (I.T.E.). Trip Generation Report shall be used. These rates may be supplemented by additional information provided by the County. If the applicant chooses to use different rates, they shall be documented and agreed to at the scoping meeting prior to their use in the traffic analyses. Primary trip reductions associated with passby trips and methodologies for trip reductions associated with passby trips shall be discussed and agreed upon at the scoping meeting.

Does Study Meet Guidelines? yes Comments: No additional trips

- (4) **Traffic Volume Projections**: The traffic study shall include an agreed upon build out year and provide existing and projected traffic volumes, with and without the subject project, for Average Daily Traffic (ADT), as well as AM and PM peak hours. The peak hour of the project/individual land use(s) (as given in the ITE Trip Generation Report) should be added to the corresponding AM/PM existing peak hour of the adjacent roadway traffic volumes (to show the worst case scenario), if the peak hour of the project/individual land use(s) for the generator is greater than the peak hour of the adjacent roadway (per ITE Trip Generation Report). The existing peak hour of traffic on the roads adjacent to the subject project site shall be identified. These traffic volumes shall be provided at roadway intersections and commercial or private accessways/entrances.

Does Study Meet Guidelines? yes Comments: N.A.  
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- (5) **LOS Analysis**: : Level of Service (LOS) calculations for existing and projected conditions, with and without the subject project, for highway segments, intersection legs, and entrances shall be provided. Calculations shall be in accordance with the Highway Capacity Manual (HCM) and/or the Highway Capacity Software (HCS), or as may be agreed at the scoping meeting. Traffic volumes and LOS information shall be provided for each phase of development, to include conditions at date of project completion. Projections shall also be made for date of completion plus ten (10) years or to an agreed upon forecast year.

Does Study Meet Guidelines? yes Comments: N.A.  
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- (6) **Minimum Roadway/Intersection LOS Standards**: Recommendations for phased improvements to the road network links in order to maintain an acceptable LOS (minimum LOS "D") shall be provided. For each phase up to and including buildout, a minimum approach and overall LOS "D" at intersections shall apply.

Does Study Meet Guidelines? yes Comments: N.A.  
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- (7) **Background Traffic Assumptions:** Assumptions which determine projected background traffic, including through traffic growth rate to be applied on roadway links, shall be confirmed at the scoping meeting. The sources for determining future traffic projections will include one or more of the following:

- The Loudoun County Growth Summary or similar documents from Loudoun County.
- The Loudoun County transportation model which incorporates COG's Cooperative Forecasts for Loudoun County.
- Approved developments in the vicinity of the proposed development.

Specific other approved development names and respective development square footage or residential units in the study shall be provided.

Does Study Meet Guidelines? yes Comments: N.A.

- (8) **Traffic/Trip Distribution:** Directional trip distribution information shall be provided for project entrances and collector and arterial intersections within the study area for the phases and categories (e.g., residential, office, retail, industrial and institutional) of development.

Does Study Meet Guidelines? yes Comments: N.A.

- (9) **LOS Calculations Assumptions:** Traffic counts and LOS worksheets and projected traffic volume LOS analyses, using agreed upon analysis techniques, including existing AM/PM peak hour signal timing, shall be included as a part of the traffic study.

Does Study Meet Guidelines? yes Comments: N.A.

- (10) **Mode Choice:** Modal split information shall be provided for the phases of the analysis, with sources of information identified (e.g., COG model).

Does Study Meet Guidelines? yes Comments: N.A.

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**Page 4 of 4**

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- (11) **Safety Locations**: Road safety hazards, as identified by the ISTEA set-aside funding criteria and/or as identified by the County at the scoping meeting, within the study area shall be analyzed for all roadway links and intersections in the traffic study.

Does Study Meet Guidelines? yes Comments: N.A.

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- (12) **Traffic Mitigation Measures**: If trip reduction factors are used in the study, measures necessary to implement the reduction must be specified, with supporting documentation.

Does Study Meet Guidelines? yes Comments: N.A.

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- (13) **Bicycle & Pedestrian Accommodations**: When bicycle and pedestrian accommodations are used to reduce anticipated traffic volumes, a description of the physical and functional characteristics of the proposed bicycle and pedestrian accommodations shall be provided. If such separate bicycle accommodations (e.g., striped lanes or multi-purpose trails) are anticipated, they shall also be identified. A description of the functional characteristics shall be provided to identify the transportation options that these accommodations provide (e.g., pedestrian access to retail center, safe bicycle route to elementary school, inter-parcel connections to adjacent neighborhoods, access to W&OD trail, etc.)

Does Study Meet Guidelines? yes Comments: N.A.

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**Gleckner, Christine E.**

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**From:** George Phillips [George.Phillips@loudoun.gov]  
**Sent:** Thursday, February 05, 2009 10:47 AM  
**To:** Gleckner, Christine E.  
**Cc:** Andrew Beacher; Arthur J. Smith  
**Subject:** Re: Greene Mill Preserve - request for traffic statement approval

Chris- 2/5/09

This reads well. You just need to mention that, (assuming it is so depending on a field visit), there are no safety related issues (sight distance problems or poor vertical or horizontal geometry) at the proposed entrances. That's it.

Thanks, George

>>> "Gleckner, Christine E." <cgleckner@ldn.thelandlawyers.com> 2/4/2009 5:00 PM >>>

George,

I will be filing a ZMOD/ZCPA application for the Greene Mill Preserve rural village. The proposed change is to modify the dimension of the perimeter buffer surrounding the village, which will have no effect on traffic. I have attached the proposed traffic statement for your review and approval that I can submit with the checklist. Please contact me if you have any questions or need additional information.

Thanks, Chris

Christine Gleckner, AICP  
Walsh, Colucci, Lubeley, Emrich and Walsh  
One East Market Street, SE, Suite 300  
Leesburg, VA 20176

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2/27/2009



**WALSH COLUCCI  
LUBELEY EMRICH  
& WALSH PC**

Christine Gleckner, AICP  
Land Use Planner  
(571) 209-5776  
cgleckner@ldn.thelandlawyers.com

January 28, 2009

Revised February 27, 2009 per George Phillips e-mail

**Via E-Mail Only**

George R. Phillips, Senior Transportation Planner  
Loudoun County Office of Transportation Services  
One Harrison Street, S.E., 3rd Floor  
Leesburg, VA 20177

Re: Greene Mill Preserve (AKA Woodland Village) ZCPA/ZMOD  
Draft Traffic Statement/Traffic Study Waiver Request

Dear George:

I am providing this traffic information pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a zoning concept plan amendment application for a proposed amendment to the Greene Mill Preserve (Woodland Village) concept plan. The amendment will reduce the required perimeter buffer of 800 feet by moving the buffer line to the rear lot line of the rural village lots. The proposed amendment will not affect the number of lots or approved uses, and, therefore, no additional vehicle trips will result from this amendment.

The applicant, Stanley Martin Companies, LLC, of Reston, VA, is the developer of the Greene Mill Preserve rural village zoned PD-RV. Greene Mill Preserve is located on the West side of Evergreen Mills Road (Route 621), the east side of Watson Road (Route 860) and the north side of Red Hill Road (Route 617). The County approved Greene Mill Preserve, formerly known as Woodland Rural Village (ZMAP 1997-0001) in 1998 for the development of 229 single-family detached and single family attached homes. The rural village is surrounded by a 330 acre conservancy area. The Revised General Plan designates this area for rural economy uses and limited residential development.

At the time the village lots were created, a portion of the required 800-foot buffer surrounding the village was located on the rear portions of many of the village lots. The applicant is finding that this encumbrance on the individual lots is difficult for both the property owner to manage and the County to enforce. In order to remedy this situation, the applicant proposes to amend the concept plan to move the buffer line to the rear lot line of the village lots.

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ARLINGTON OFFICE 703 528 4700 ■ PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

As a result, the buffer will be contained only within the conservancy lots. A modification of Section 4-1206 (A) (4) of the Zoning Ordinance, which specifies the 800 foot dimension, also will be processed as part of the application.

Since the Stanley Martin Companies, LLC is requesting a waiver of the traffic study requirements for this application, the following traffic information is provided pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a ZCPA application. The Greene Mill Preserve rural village has its single entrance on Evergreen Mills Road, which is classified as a major collector roadway in the CTP. It currently is a two-lane rural roadway planned for expansion to a rural four-lane, controlled-access, median-divided roadway with a 120-foot right-of-way. By virtue of the nature of the proposed application, the applicant is unaware of any adverse traffic impacts or additional vehicle trips that will be generated as a result of this application. There are no safety related issues such as sight distance problems or poor vertical or horizontal geometry at the two entrances onto the public roads. These entrances are being constructed subject to VDOT entrance permit requirements, which require that VDOT safety requirements be met.

I have attached a graphic showing Greene Mill Preserve in the context of the surrounding roadways. Please contact me if you have any questions or need additional information. Thank you for your assistance with this matter.

Sincerely,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.

A handwritten signature in black ink, appearing to read 'Christine Gleckner', written in a cursive style.

Christine Gleckner, AICP  
Land Use Planner

cc: Randy Brown, Stanley Martin, LLC  
Randy Minchew, Walsh, Colucci

## Vicinity Map

